SUNDAY, JUNE 7, 1903

PICTURESQUE STORY OF SAN PEDRO HARBOR FIGH

Naming of the Harbor.

The name San Pedro was given the harbor in 1803. Captain Viscaino, another Spanish explorer, having weathered the furious and fitful winds about Cape Horn and skirted the South American coast, put for the Bahia de los Humos that Cabrillo had marked on the navigators' maps. It was on Nov. 28, St. Peter's day, that his ship reached the haven, and consequently he gave the port the name of San Pedro, the Spanish nomenclature of the saint.

The harbor was visited at intervals subsequently by wandering craft, but it was not until the latter part of the eighteenth century that it began to have any real commerce. In that period the Franciscan fathers

gan to have any real commerce. In that period the Franciscan fathers founded their chain of missions in southern California. The mission of San Gabriel was founded thirty miles to the northward, and the Pueblo de Los Angeles a dozen miles inland. These settlements grew rapidly. Soon they began to have great quantities of hides and tallow to export, receiving in return supplies of all kinds from the New England trading vessels which sought out every chance for a bargain, and the port of San Pedro became the gateway for this traffic.

Richard Henry Dana, when a sailor on board the brig Pilgrim, visited the harbor in 1825. In "Two Years Before the Masi" he thus describes the scene on the arrival of a trading vessel:

"I learned to my surprise that this desolate looking

that this desolate looking place furnished more hides than any port on the coast. It was the only port for a dis-tance of eighty miles and about thirty miles in

Twenty-four years later, in 1859

The difference was a fine stake one was a fine stake of was a fine stake land office, recently being asked to resign for cause, han-dled the interests of the corporation in of the corporation in the house. During the hearing in 1891 before the committee on commerce Senator Frye produced a telegram, signed by Chief Engineer Hood of the Union Pacific, declaring the San Pedro harbor impracticable "because there was poor holding ground or ships."

Los Angeles Terminal Railway.

Tradicoad was extended from Santa Monica and a 4.300-foot wharf was built at a cost of \$800.000, completed in 1892. The principal reason for this change of base was that in Santa Monica and Port Los Angeles the Southern Pacific could have practically a monopoly of the wharf facilities, while in San Pedro open competitions was possible. At Santa Monica and Port Los Angeles the Southern Pacific.

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At a later date he was given a map, which in a general way illustrated the project of an outer harbor."

Subsequent events, especially as reards oriental trade have demonstrated the far-sighted sagacity of Senator Stanford in this matter. The oriental trade has already grown to enormous proportions, and the foremost experts on the subject declare that its development has scarcely beguin. The greator is an advantage of the senator of the subject declare that its development has scarcely beguin. The greator is an advantage of the senator is an advantage of the senator is an advantage of the senator of the subject declare that its development has scarcely beguin. The greator is an advantage of the senator of the subject declare that its development has scarcely beguin. The greator is an advantage of the senator is a statement on assuming the presidency in the senator is an advantage of the

and could not be considered. He was informed that it would be quite impracticable to build a breakwater in the bay of San Pedro, under the lee of which vessels of any size might lie in security in touch with the railroad and there receive and discharge cargoes. At a later date he was given a map, which in a general way illustrated the project of an outer harbor."

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